

**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 21-Nov-14

Time 10:05 AM

**Daily Diary Report by Bid Item**

Contract No.: 04-0120F4

Diary #: 057 Const Calendar Day: 206 Date: 02-Apr-2010 Friday  
Inspector Name: Brignano, Bob Title: Transportation Engineer

Inspection Type:

Shift Hours: Break: Over Time:

Federal ID:

Location:

Reviewer: Schmitt, Alex Approved Date: Status: Submit

**04-0120F4**  
**04-SF-80-13.2/13.9**  
**Self-Anchored**  
**Suspension Bridge****Weather**

Temperature	7 AM	12 PM	4 PM
Precipitation			Condition

Working Day ☒ If no, explain:**Diary:**

Dispute

**General Comments**

ITEM 52 FURNISH STRUCTURAL STEEL (BRIDGE)(TOWER);  
ITEM 55 FURNISH STRUCTURAL STEEL (BRIDGE)(BOX GIRDER);  
HIGH STRENGTH FASTENER ASSEMBLY PRE-INSTALLATION TESTING:

For ABF, engineers Chris Bausone and Sabrina Levine are present. For CT, Bob Brignano and Saman Soheilifard are present. Work happens at Bolt Testing Conex ABF ID 002079 with Skidmore Model HT 4000 ABF ID 000612 in the warehouse. Testing and discussion of test results in the field today is 0930 to 1200.

One lot of M27 bolt assemblies is tested for rotational capacity, minimum tension verification, and inspection torque. This material was sampled yesterday.

One lot of M24 bolts (DHGM240049) that was rocap tested and did not pass on 3/26/2010 is tested again today. The previous testing was from 2 different bolt kegs with 2 failures coming from 8 assemblies from the first keg sampled and passing tests from 3 assemblies sampled from the second keg. The samples tested today are 3 from the first sampled keg from before and 3 from a third/new keg. All 6 assemblies sampled today pass the rocap testing.

There is no apparent problem with the first keg and no apparent differences between the three kegs that have been sampled over two days of testing that could explain this issue. We discuss the possibility of changing the installation turn amount (which is the procedure specified in the Special Provisions) from 1/2 turn to 1/3 turn so that the rocap turns would be 2/3 turn instead of 1 turn so that the rocap tension of the previous tests will pass. An examination of the test results shows that even with the reduced turn amount the minimum tension will still be achieved. We also discuss a custom turn amount of 150-degrees or modifying turn tolerances for this rocap -> use 180-degrees +0 / -30 (different than specified -0 / +30 tolerance in the spec). Both ABF and CT are reluctant to modify the turn amount because of the confusion it could cause in the field with the ironworkers. At the end of today's field discussion, there is no resolution of this issue. Test data from the earlier tests and later tests are put together in a spreadsheet and plotted together for discussion. After discussion with other people over a few days, this rocap lot is accepted based on today's passing test results.

See the attached Bolt Test Form for details of the testing.

